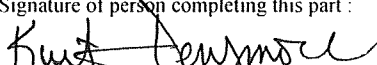


APPENDIX D

FARMLAND CONVERSION IMPACT RATING

U.S. DEPARTMENT OF AGRICULTURE
FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request June 2, 2004			
Name of Project US-131 Improvement Study		Federal Agency Involved FHWA			
Proposed Land Use Transportation		County and State St. Joseph County, Michigan			
PART II (To be completed by NRCS)		Date Request Received By NRCS June 7, 2004			
Does the site contain prime, unique, statewide or local important farmland? Yes (If no, the FPPA does not apply - do not complete additional parts of this form).		Acres Irrigated 97,800	Average Farm Size 275		
Major Crop(s) Corn, Beans	Farmable Land in Govt. Jurisdiction Acres: 257,700 78%	Amount of Farmland As Defined in FPPA Acres: 158,200 48%			
Name of Land Evaluation System Used LESA	Name of Local Site Assessment System None	Date Land Evaluation Returned by NRCS June 13, 2004			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Recommended Alternative (PA-5)			
A. Total Acres to Be Converted Directly		132			
B. Total Acres to Be Converted Indirectly		26			
C. Total Acres in Site		158			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		158			
B. Total Acres Statewide And Local Important Farmland					
C. Percentage of Farmland in County Or Local Govt. Unit to Be Converted		.09			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		65			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		81			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5 (b))	Maximum Points				
1. Area In Nonurban Use	15	15			
2. Perimeter In Nonurban Use	10	5			
3. Percent Of Site Being Farmed	20	14			
4. Protection Provided By State And Local Government	20	20			
5. Distance From Urban Builtup Area	0				
6. Distance To Urban Support Services	0				
7. Size Of Present Farm Unit Compared To Average	10	1			
8. Creation Of Nonfarmable Farmland	25	1			
9. Availability Of Farm Support Services	5	4			
10. On-Farm Investments	20	18			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
TOTAL SITE ASSESSMENT POINTS	160	83			
PART VII (To be completed by Federal Agency)					
Relative Value of Farmland (From Part V)	100	81			
Total Site Assessment (From Part VI above or a local site assessment)	160	83			
TOTAL POINTS (Total of above 2 lines)	260	164			
Site Selected: Recommended Alternative (PA-5)	Total Acres of Farmlands to be Converted by Project: 158	Date of Selection June 13, 2004	Was a Local Site Assessment Used: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Reason for Selection: The Recommended Alternative best met Purpose of and Need for the project. The Recommended Alternative provides a bypass of the Village of Constantine, while still utilizing more of the existing road alignment than any freeway alternative but one. It will require much less new right-of-way and farmland than the freeway alternatives and is less environmentally intrusive than all freeway alternatives. The Recommended Alternative will reduce truck traffic and its associated noise and vibration in downtown Constantine and will improve intersection geometrics.					
Signature of person completing this part : 		Date: 2/21/08			

APPENDIX E

CONCEPTUAL STAGE RELOCATION PLAN

**Michigan Department of Transportation
Real Estate Division
Conceptual Stage Relocation Plan
Control Section 78013, Project Number 46269**

June 28, 2007

GENERAL AREA AND PROJECT INFORMATION

This is a revision to the July 27, 2004 Conceptual Stage Plan. This plan incorporates two alternatives, the No-Build Alternative and the Practical Alternative 5 (PA-5). PA-5 is a two-lane roadway on the existing US-131 alignment from the Indiana Toll Road to Dickinson Road, and from south of Garber Road north to M-60. PA-5 includes a new two-lane bypass of Constantine, with controlled access points on the Constantine bypass. North of M-60, PA-5 follows the existing US-131 alignment as a five-lane cross section maintaining existing at-grade intersections. North of Constantine, various intersection and roadway improvements are proposed, as are truck climbing lanes between Drummond and Gleason Roads.

DISPLACEMENTS

The No-build Alternative will not create any displacements.

Practical Alternative 5 (PA-5) will create 12 residential displacements.

DISPLACEMENT EFFECTS AND ANALYSIS

Property acquired for this project will be purchased in segments or phases, providing for the efficient and complete relocation of all eligible displaced residential, commercial, farm and community facilities impacted by the project. Completing the project in phases will allow an adequate period of time for the relocation process and ensure the availability of a sufficient number of replacement properties in the local area for all eligible displacees.

Residential: The project may cause the displacement of approximately 12 residential units. A review of the housing market in the various communities in the study area indicates a sufficient number of replacement homes and rentals will be available throughout the relocation process. It is anticipated that the local residential real estate market will have the capacity to absorb the residential displacements impacted by this project.

ASSURANCES

The acquiring agency will offer assistance to all eligible residential, commercial, farm and community facilities impacted by the project, including persons requiring special

services and assistance. The agency's relocation program will provide such services in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972; Act 87, Michigan P.A. 1980, as amended, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. The acquiring agency's relocation program is realistic and will provide for the orderly, timely and efficient relocation of all eligible displaced persons in compliance with state and federal guidelines.

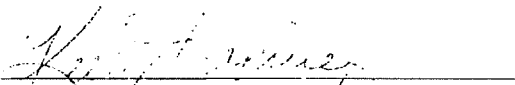
Prepared by:



David Ricard, MDOT Property Analyst

Date: June 28, 2007

Reviewed by:



Kelly Ramirez, MDOT Relocation Specialist

Date: June 28, 2007